

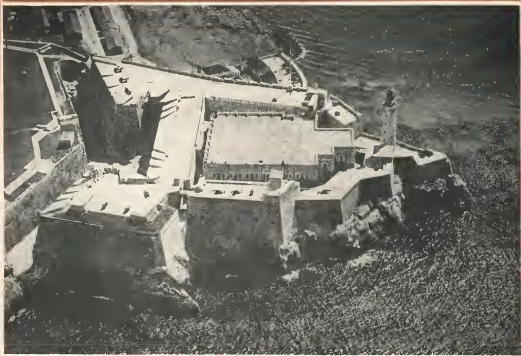
"If war were declared to-morrow, what would we do for aircraft?"

AVIATION

APRIL 16, 1923

Issued Weekly

PRICE 10 CENTS



Morro Castle, at entrance of Havana harbor, as seen from a U. S. Navy seaplane

(United Photo. F. W. Meyer)

VOLUME
XIV

SPECIAL FEATURES

Number
16

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WRIGHT

APRIL 16, 1923

AVIATION

Member of the Audit Bureau of Circulations

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CONTENTS

Editorials	417	New Airplane Records Homestead	424
The New Nonstopness of American	418	N. Y. Newport Air Line	426
Book Review	419	Enigma Air Force Budget	428
Successful Commercial Aviation Analyzed	420	New Aeromarine Flying Boat	427
World Congress on Aeronautics	422	Night Flying	427
New Army Air Service Training Plans	422	Aeronautical Patents	427
Aerial Newspaper Delivery Service in Florida	424	Army and Navy Air News	428
The Blues Roaming and Glowing Competition	428		

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AVIATION

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APRIL 16, 1957

No. 19

A Coastal Airport for New York

THE Members' Association of New York has for some time past displayed not only genuine interest but also keen judgment with respect to aeronautical questions which affect the business world. In a meeting last one of its helpful actions, in a resolution sent to Congress, it strongly endorsed the Warden Bill providing for the creation of a Bureau of Civil Aeronautics in the Department of Commerce. Although the Bill has again fallen into a state of stasis which will last until Congress convenes in December, it is hoped that when the time comes the Members' Association will once more petition Congress to take action with respect to this Bill.

In the meantime the Association took up the study of the most suitable site for an airport of the city of New York. Its military and aeronautical committee after an extensive investigation, has now issued a joint report in which they advocate the establishment of a commercial airport on Governor's Island. The executive committee of the Association has approved their recommendation.

Airports are particularly gratified with this choice, for it coincides with what we have championed in these columns for several years. It is but to be expected to say that the various fringe fields on Long Island are too far removed from the heart of the city to have any practical value as possible air terminals for the metropolitan area. The aerial traffic which heads out of any of these fields takes about an hour's time before it can reach the city. Coming from Washington, this means adding 60 per cent to the flying time, which almost nullifies the advantages of air transport, considering that at Washington there is an additional loss of time in reaching the fringe field.

"It is incumbent upon the development of commercial air service for New York," says the report in conclusion, "to be of first importance to provide an air terminal which is convenient, accessible and can be put into operation at a minimum expense of time and money."

The location which conforms most closely to these requirements is Governor's Island. Governor's Island is located immediately in the way and it is not situated in relation to the mass of traffic, but it is a site for our first needs and is much more available than any other field now available. Its position is particularly advantageous for shipments of parcels and precious stones, legal documents, secret mail, financial paper and similar office articles of traffic which are common to the business of lower New York, and it is not too remote for passenger service.

"It has already been used as a flying field and by the abandonment of a few temporary buildings and the construction of permanent it could easily be put into condition for regular traffic without affecting the government buildings or interfering with the military premises now being turned over to the northern end of the island."

We should like to add to the above the following consid-

erations. Governor's Island, though somewhat isolated in size (1 mile by ½ mile), could in case of need be doubled or tripled in area by artificial means without for that matter being in the least out of question in the harbor. That need is still far off, but should commercial aircraft in the future be heavier in numbers for landing there on the island, it is we could be restricted to the landing and unloading of aircraft, while the housing could be taken care of by any one of the Long Island fields.

The fact that Governor's Island is readily adaptable as an airport for headlines and airplanes, together with its unique central location, makes it the logical air terminal of New York City.

Shipping and Air Transport

IN the article printed in our last issue, "German Air Activities and Latin America" mention was made of the close connection which exists between the principal German shipping interests and the newly created German Air Line. But a far-sighted attitude of shipping circles toward air transport is not, however, an isolated case. The Institute Oceanic, a French shipping firm, has for two years operated an air line between London and the continent. The Compagnie Générale Transatlantique and the Messageries Maritimes, the two principal French shipping firms, have also again recently created a subsidiary company, La Nordica, which is carrying on a thorough investigation of the whole question of air transport with special reference to cooperation with existing steaming services. And now a French newspaper comments that the general manager of the Compagnie Générale Transatlantique has been elected a director of the Flotte-Régionnaire Air Line.

We wonder whether American shipping interests realize in a similar manner the future interdependence of air transport and sea transport.

Aerial Newspaper Delivery

THE second newspaper delivery service which Cattle Creek, Texas, has maintained for two months in Florida with very small success, is a trial in this town, with attention to the shipping last time, few newspapers have so far realized the numerous possibilities at present in connection with aerial delivery.

It is hoped that the example set by the enterprising Florida newspaper will not remain so isolated one, but will soon be emulated by other publications. Aerial newspaper delivery to sea resorts offers in particular attractive possibilities.

"If you were declared to be wrong what would we do for strength?"

those in flying today. The surprising thing is that there are no few facilities in the air. One aspect is the shipping industry without any government supervision, without the blessing of airlines, navy and engineers; without inspection of boats and the way, without a systematic method of operation, based on long experience; without lighthouses, buoys, radio or weather information? Shipping under these conditions would be equally as hazardous as aviation appears to be at the present time.

Commercial War Aircraft

It might be advisable to examine the question of types of machines that are being used in the United States at this time. All of them practically are surplus war material, commandeered by the War or Navy Governments and sold at such ridiculously low figures that the average pilot, really believing he is getting something for nothing, is not to be immediately deterred himself with a liability in fact to be beaten a purchase. The government has got rid of them because it wants more types; it is willing to dump their old "models" on the innocent public to be kept in readiness by layperson organizations, to say nothing of the fact that they are highly undesirable and unsuited for commercial work.

If we eliminate military aviation and the flyer there, we have left in the United States a small air transport in drudgery, safe and reliable but none of the convenience, pleasure of the men making it. We have no air lines, but these lines impose their own restrictions. They are back-loaded because men with great money, holding on until the public wakes up and realizes that commercial air transport is an actual possibility, and insists upon something out of routine the regular line, the absolute unconditional airplane, the impracticable under the widest parameters.

World Congress on Aeronautics

The National Aeronautic Association of U. S. A. has decided to call an international conference of scientists, engineers and

technical men, interested in aeronautics, and manufacturers of aircraft and accessories for the purpose of reaching a world understanding in research work and the technical side of aeronautics. The conference will be held in the United States, probably in Washington and before the close of this year. In covering representatives from all nations it is believed that aeronautics has now reached such an important stage of development that the cordial cooperation of all nations is needed in the solution of outstanding problems, such as sound. Emphasis is laid on the purpose of establishing through personal contacts in a World Congress a better spirit of interest and understanding for world progress in aeronautics.

Commercial aviation depends in a very great degree upon the closest relations between scientists, engineers and the manufacturers for the purpose of solving the many technical problems that are involved with rapid transportation. It is largely an international proposition. It interests the people of the world because it opens up a new and tremendously important field of activities in transportation.

One of the main obstacles today in the lack of aviation standards in the scientific field of aeronautics and in the engineering field of aircraft design and construction. Research work the difference in language in the various countries is further aggravated by a very serious lack of agreement in the interpretation of the results obtained by experimental research organizations throughout the world. This has resulted in confusion as to the meaning of symbols, data, tests, methods of testing, experimental, etc. and has prevented scientists and interested engineers from benefiting to any appreciable extent from the work done in the scientific and technical field of aeronautics outside their own countries.

The National Aeronautic Association expects that in calling an international conference it will have the hearty support of representatives of the various engineering departments and the aircraft manufacturers of the United States and of the staffs of the government departments of flying countries.

William Kaptin, vice chairman of the Scientific Research and Industrial Relations Committee of the Association, will be actively in charge of the preliminary arrangements for the conference.

New Army Air Service Training Plane



shown here, it is Army Air Service

Huff-Daland model T-12 biplane (720 hp. Lawrence model R six-cylinder radial engine). Weight empty 2350 lb., weight loaded 3780 lb. Max speed 214 m.p.h., max speed 25 m.p.h. endurance 4 hr.

"If war were declared tomorrow what would we do for aircraft?"

Aerial Newspaper Delivery Service in Florida

Curtis Flying Boats Maintain 100 Per Cent Schedule



Curtis' "Vanguard" in flight—the type of flying boat which averaged for two months a 100 per cent newspaper delivery service from Miami, Fla., to West Palm Beach.

A very brilliant demonstration of practical commercial aviation was recently made in Florida, where Curtiss flying boats delivered a Miami newspaper, the Miami Daily Metropolis, to West Palm Beach for two months with a performance of 100 per cent. The service was run by the Curtiss Metropolitan Airplane Co., Inc., under contract from the Metropolitan Publishing Co., publishers of the aforementioned newspaper.

The longest trip was made Jan. 17, last, Clifford L. Whelan being in the pilot, and thereafter for two months the Miami newspaper was delivered every day. Sunday excepted, to the residents and tourists in Palm Beach only as long as it had left the press.

On most occasions airplanes have been drafted into the service of great newspapers both here and abroad. Their great speed and dependability for carrying important persons and documents have often resulted in big "scores" for the newspapers who had foreseen enough to charter them. In fact, some newspaper editors consider airplanes for such special service.

Some English newspapers are regularly carried by air from London to Paris, but it succeeded for an American newspaper to maintain a regular delivery service by means of dismounted aircraft. The success followed in their great popularity, the residents of Palm Beach and tourists who are interested in social and business activities in Miami because of this innovation, were thus enabled to read the news of the latter the same day.

The air line distance from Miami, Fla., to West Palm Beach, Fla., is 67 miles, but bridges over the starting and landing places necessitated sufficient maneuvering to bring this distance up to 70 miles. There being no afternoon papers on Sunday, it was a six day a week schedule, 350-400 round trips being made. The best distance flown was 7700 miles and an average speed of 80 m.p.h. was maintained.

The start from Palm Beach was usually made about noon and the start from Miami was noon in the papers were just about between three and three thirty p. m. Six start from Miami was delayed more than ten minutes, and every run was completed within the allowed time. Only three forced landings were made, one with a cracked fuselage, and the other two on account of heavy rain. The delay in no case exceeded 30 min. the trips being completed thoroughly without difficulty.

Clifford L. Whelan was pilot on 43 of the trips, while Harry Rogers made three, and W. H. Coeling was. Rogers was encountered on eleven trips, Pilot Rogers striking the

west shore, and having to fly for fifteen minutes through a mist (thunder storm) to reach the water where it could safely land. About half of the runs in over made water; the other half being over the open sea, which is often very rough.

Curtiss flying boats fitted with Curtiss K-5 358 hp. engines now used. Curtiss "Vanguard" NF220 B made 46 of the trips, while "Vanguard" NF220 B and K-5 engine MF made three trips. Only one was it necessary to roll on one of these latter ships, the other being a long but purely commercial reason. No 758 B, formerly owned by H. R. Borden, had three accidents to do credit before the start of this week. With its field down the coast and considerable loss flying, its engine has now been over 170 hr. of actual flying time since last overhaul, and is still running freely.

The fuel consumption of this plane averaged 26½ gal. per hour on an average trip of 1200, a low price propeller being used. Delivery of gasoline, gas and Mohle B. of were used.

In connection with this daily service, the Curtiss Metropolitan Airplane Co. arranged a passenger-carrying schedule from Palm Beach to Miami, carrying Palm Beach about noon each day. Passengers wishing to arrive in Miami at an earlier hour, however, could arrange the time with the officials of the company.

The Curtiss Metropolitan Airplane Co. which has operated in New York and Palm Beach since 1915, is the first airplane company to do passenger flying in Florida, and the first to establish a run to Cuba and the Bahamas Islands. The company is the distributor of Curtiss airplanes in Metropolitan New York and Florida.

Barber & Bahlwin, Inc.

Barber & Bahlwin, Inc., have secured a very interesting booklet describing their activities and the purposes for which the firm was organized. These obtain at 25¢ post paid, New York.

Herbert Barber, senior member of the firm, will be known best as the author of "The Airplane Flyer", and was who has been identified with aviation the last fifteen years. With Mr. Barber the directors include Robert D. Baldwin and J. Ernest Porter, assisted by Archibald Black, the mechanical engineer. The firm is taken as mechanical consultants, inventors and final agents.

"If war were declared tomorrow what would we do for aircraft?"

U. S. Naval Aviation

Naval Orders—Ensign George A. Caldwell, det. Nav. Air Station, Hampton Roads, Va., resignation accepted.

Lt. Cmdr. Charles H. O'Leary (C.O.), det. Bu. Supplies & Accounts, to supply office, Avn. Sqn., Seaboard Fleet, about May 15, 1935.

Lt. Cmdr. Anthony M. Kinas, det. The Avn. to USS Neva, to express office.

Ensign Charles E. Baumgardner, det. Naval Air Station, Annapolis, Md., to Sea. Air Sta., Baltimore, N. J.

Ensign John A. Wilson (D.O.), det. Sea. Air Sta., Hampton Roads, Va., to U.S.S. Harlan.

Naval Air Station Pensacola, Fla.—All officers of Class XVI, upon arrival, have completed training and are ready for assignment; their names being: Capt. (R) E. F. Bostett, Ensign D. M. Carpenter, Ensign L. M. Coffey, Ensign D. K. Kinsley, Ensign J. P. Mahoney, Ensign J. G. Kinsley, Ensign (R) C. W. Smith, Ensign Ralph Wilson.

Five students of Class XVII have been dropped from the course, their designations revealed and flight training terminated as a result of failure to qualify for solo in the minimum of thirteen hours that requirement. Lt. Col. A. M. Miles, Ensign D. L. Taylor, Ensign (R) J. D. Ward, Ensign (R) C. L. Taylor, Ensign (R) J. D. Ward, Ensign (R) C. L. Taylor.

All members of Class XVII taking Torpedo Training have completed, with the exception of Ensign (R) J. B. Kinsley, U.S.N.

Lt. Col. Charles B. E. Young, U.S.N., failed to meet the physical requirements for Avn. duty in the recent yearly examination and has been dropped from Class XVII.

Ensign J. E. Kinsley, U.S.N., who has been taking a refresher course at this station has received telegraphic notice to report aboard the U.S.S. Langley for duty.

Takes Test at Wright Field—The Navy Department announced April 5 that a Wright model 34 experimental engine has been completed a record-breaking test at the Naval Air Station, Dayton, Ohio. The test consisted of a total of approximately 500 ft. with throttle wide open, during which time the engine parts of the engine showed no evidence of failure.

This engine, built by the Wright Aeronautical Corp. of Dayton, N. J., and subjected to intensive study over a period of a year by engineers of the Navy Department, would have received during the test at the usual cruising speed maintained by the Navy at sea, a distance of approximately 60,000 miles in ten hours and a half hour around the world at the speed of a speed of a little more than three knots, according to Rear Admiral William A. Moffett, Chief of the Bureau of Aeronautics.

The test demonstrated the entire practicability of operating aircraft at wide open throttle without overhead for a period of at least eight hours as long as has been accomplished in the past for conventional engines, engines used in experiments. This means a saving of at least 80 per cent in the operating cost of these engines as compared to those of similar design in use heretofore. The improvement is the result of intensive work for more than a year in the engineering section of the Bureau of Aeronautics.

U. S. Marine Corps Aviation

Officer Killed in Flight—On Feb. 3 at Santa Domingo, D. R., Lt. Col. Kinsley took off to try to attempt to keep a standard 100 ft. in the air over two hours. He sustained an altitude of 100 ft. in the air over the field for the experiment. When he landed his mean tank was dry and his empty tank held five gallons. The plane was dry and an empty standard DH, mean tank capacity 10 gal., capacity tank capacity 5 gal. A Marine private was sent. Average revolutions 1225. Average air speed 60 m.p.h.

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10-15-20-25-30-35-40-45-50-55-60-65-70-75-80-85-90-95-100-105-110-115-120-125-130-135-140-145-150-155-160-165-170-175-180-185-190-195-200-205-210-215-220-225-230-235-240-245-250-255-260-265-270-275-280-285-290-295-300-305-310-315-320-325-330-335-340-345-350-355-360-365-370-375-380-385-390-395-400-405-410-415-420-425-430-435-440-445-450-455-460-465-470-475-480-485-490-495-500-505-510-515-520-525-530-535-540-545-550-555-560-565-570-575-580-585-590-595-600-605-610-615-620-625-630-635-640-645-650-655-660-665-670-675-680-685-690-695-700-705-710-715-720-725-730-735-740-745-750-755-760-765-770-775-780-785-790-795-800-805-810-815-820-825-830-835-840-845-850-855-860-865-870-875-880-885-890-895-900-905-910-915-920-925-930-935-940-945-950-955-960-965-970-975-980-985-990-995-1000-1005-1010-1015-1020-1025-1030-1035-1040-1045-1050-1055-1060-1065-1070-1075-1080-1085-1090-1095-1100-1105-1110-1115-1120-1125-1130-1135-1140-1145-1150-1155-1160-1165-1170-1175-1180-1185-1190-1195-1200-1205-1210-1215-1220-1225-1230-1235-1240-1245-1250-1255-1260-1265-1270-1275-1280-1285-1290-1295-1300-1305-1310-1315-1320-1325-1330-1335-1340-1345-1350-1355-1360-1365-1370-1375-1380-1385-1390-1395-1400-1405-1410-1415-1420-1425-1430-1435-1440-1445-1450-1455-1460-1465-1470-1475-1480-1485-1490-1495-1500-1505-1510-1515-1520-1525-1530-1535-1540-1545-1550-1555-1560-1565-1570-1575-1580-1585-1590-1595-1600-1605-1610-1615-1620-1625-1630-1635-1640-1645-1650-1655-1660-1665-1670-1675-1680-1685-1690-1695-1700-1705-1710-1715-1720-1725-1730-1735-1740-1745-1750-1755-1760-1765-1770-1775-1780-1785-1790-1795-1800-1805-1810-1815-1820-1825-1830-1835-1840-1845-1850-1855-1860-1865-1870-1875-1880-1885-1890-1895-1900-1905-1910-1915-1920-1925-1930-1935-1940-1945-1950-1955-1960-1965-1970-1975-1980-1985-1990-1995-2000-2005-2010-2015-2020-2025-2030-2035-2040-2045-2050-2055-2060-2065-2070-2075-2080-2085-2090-2095-2100-2105-2110-2115-2120-2125-2130-2135-2140-2145-2150-2155-2160-2165-2170-2175-2180-2185-2190-2195-2200-2205-2210-2215-2220-2225-2230-2235-2240-2245-2250-2255-2260-2265-2270-2275-2280-2285-2290-2295-2300-2305-2310-2315-2320-2325-2330-2335-2340-2345-2350-2355-2360-2365-2370-2375-2380-2385-2390-2395-2400-2405-2410-2415-2420-2425-2430-2435-2440-2445-2450-2455-2460-2465-2470-2475-2480-2485-2490-2495-2500-2505-2510-2515-2520-2525-2530-2535-2540-2545-2550-2555-2560-2565-2570-2575-2580-2585-2590-2595-2600-2605-2610-2615-2620-2625-2630-2635-2640-2645-2650-2655-2660-2665-2670-2675-2680-2685-2690-2695-2700-2705-2710-2715-2720-2725-2730-2735-2740-2745-2750-2755-2760-2765-2770-2775-2780-2785-2790-2795-2800-2805-2810-2815-2820-2825-2830-2835-2840-2845-2850-2855-2860-2865-2870-2875-2880-2885-2890-2895-2900-2905-2910-2915-2920-2925-2930-2935-2940-2945-2950-2955-2960-2965-2970-2975-2980-2985-2990-2995-3000-3005-3010-3015-3020-3025-3030-3035-3040-3045-3050-3055-3060-3065-3070-3075-3080-3085-3090-3095-3100-3105-3110-3115-3120-3125-3130-3135-3140-3145-3150-3155-3160-3165-3170-3175-3180-3185-3190-3195-3200-3205-3210-3215-3220-3225-3230-3235-3240-3245-3250-3255-3260-3265-3270-3275-3280-3285-3290-3295-3300-3305-3310-3315-3320-3325-3330-3335-3340-3345-3350-3355-3360-3365-3370-3375-3380-3385-3390-3395-3400-3405-3410-3415-3420-3425-3430-3435-3440-3445-3450-3455-3460-3465-3470-3475-3480-3485-3490-3495-3500-3505-3510-3515-3520-3525-3530-3535-3540-3545-3550-3555-3560-3565-3570-3575-3580-3585-3590-3595-3600-3605-3610-3615-3620-3625-3630-3635-3640-3645-3650-3655-3660-3665-3670-3675-3680-3685-3690-3695-3700-3705-3710-3715-3720-3725-3730-3735-3740-3745-3750-3755-3760-3765-3770-3775-3780-3785-3790-3795-3800-3805-3810-3815-3820-3825-3830-3835-3840-3845-3850-3855-3860-3865-3870-3875-3880-3885-3890-3895-3900-3905-3910-3915-3920-3925-3930-3935-3940-3945-3950-3955-3960-3965-3970-3975-3980-3985-3990-3995-4000-4005-4010-4015-4020-4025-4030-4035-4040-4045-4050-4055-4060-4065-4070-4075-4080-4085-4090-4095-4100-4105-4110-4115-4120-4125-4130-4135-4140-4145-4150-4155-4160-4165-4170-4175-4180-4185-4190-4195-4200-4205-4210-4215-4220-4225-4230-4235-4240-4245-4250-4255-4260-4265-4270-4275-4280-4285-4290-4295-4300-4305-4310-4315-4320-4325-4330-4335-4340-4345-4350-4355-4360-4365-4370-4375-4380-4385-4390-4395-4400-4405-4410-4415-4420-4425-4430-4435-4440-4445-4450-4455-4460-4465-4470-4475-4480-4485-4490-4495-4500-4505-4510-4515-4520-4525-4530-4535-4540-4545-4550-4555-4560-4565-4570-4575-4580-4585-4590-4595-4600-4605-4610-4615-4620-4625-4630-4635-4640-4645-4650-4655-4660-4665-4670-4675-4680-4685-4690-4695-4700-4705-4710-4715-4720-4725-4730-4735-4740-4745-4750-4755-4760-4765-4770-4775-4780-4785-4790-4795-4800-4805-4810-4815-4820-4825-4830-4835-4840-4845-4850-4855-4860-4865-4870-4875-4880-4885-4890-4895-4900-4905-4910-4915-4920-4925-4930-4935-4940-4945-4950-4955-4960-4965-4970-4975-4980-4985-4990-4995-5000-5005-5010-5015-5020-5025-5030-5035-5040-5045-5050-5055-5060-5065-5070-5075-5080-5085-5090-5095-5100-5105-5110-5115-5120-5125-5130-5135-5140-5145-5150-5155-5160-5165-5170-5175-5180-5185-5190-5195-5200-5205-5210-5215-5220-5225-5230-5235-5240-5245-5250-5255-5260-5265-5270-5275-5280-5285-5290-5295-5300-5305-5310-5315-5320-5325-5330-5335-5340-5345-5350-5355-5360-5365-5370-5375-5380-5385-5390-5395-5400-5405-5410-5415-5420-5425-5430-5435-5440-5445-5450-5455-5460-5465-5470-5475-5480-5485-5490-5495-5500-5505-5510-5515-5520-5525-5530-5535-5540-5545-5550-5555-5560-5565-5570-5575-5580-5585-5590-5595-5600-5605-5610-5615-5620-5625-5630-5635-5640-5645-5650-5655-5660-5665-5670-5675-5680-5685-5690-5695-5700-5705-5710-5715-5720-5725-5730-5735-5740-5745-5750-5755-5760-5765-5770-5775-5780-5785-5790-5795-5800-5805-5810-5815-5820-5825-5830-5835-5840-5845-5850-5855-5860-5865-5870-5875-5880-5885-5890-5895-5900-5905-5910-5915-5920-5925-5930-5935-5940-5945-5950-5955-5960-5965-5970-5975-5980-5985-5990-5995-6000-6005-6010-6015-6020-6025-6030-6035-6040-6045-6050-6055-6060-6065-6070-6075-6080-6085-6090-6095-6100-6105-6110-6115-6120-6125-6130-6135-6140-6145-6150-6155-6160-6165-6170-6175-6180-6185-6190-6195-6200-6205-6210-6215-6220-6225-6230-6235-6240-6245-6250-6255-6260-6265-6270-6275-6280-6285-6290-6295-6300-6305-6310-6315-6320-6325-6330-6335-6340-6345-6350-6355-6360-6365-6370-6375-6380-6385-6390-6395-6400-6405-6410-6415-6420-6425-6430-6435-6440-6445-6450-6455-6460-6465-6470-6475-6480-6485-6490-6495-6500-6505-6510-6515-6520-6525-6530-6535-6540-6545-6550-6555-6560-6565-6570-6575-6580-6585-6590-6595-6600-6605-6610-6615-6620-6625-6630-6635-6640-6645-6650-6655-6660-6665-6670-6675-6680-6685-6690-6695-6700-6705-6710-6715-6720-6725-6730-6735-6740-6745-6750-6755-6760-6765-6770-6775-6780-6785-6790-6795-6800-6805-6810-6815-6820-6825-6830-6835-6840-6845-6850-6855-6860-6865-6870-6875-6880-6885-6890-6895-6900-6905-6910-6915-6920-6925-6930-6935-6940-6945-6950-6955-6960-6965-6970-6975-6980-6985-6990-6995-7000-7005-7010-7015-7020-7025-7030-7035-7040-7045-7050-7055-7060-7065-7070-7075-7080-7085-7090-7095-7100-7105-7110-7115-7120-7125-7130-7135-7140-7145-7150-7155-7160-7165-7170-7175-7180-7185-7190-7195-7200-7205-7210-7215-7220-7225-7230-7235-7240-7245-7250-7255-7260-7265-7270-7275-7280-7285-7290-7295-7300-7305-7310-7315-7320-7325-7330-7335-7340-7345-7350-7355-7360-7365-7370-7375-7380-7385-7390-7395-7400-7405-7410-7415-7420-7425-7430-7435-7440-7445-7450-7455-7460-7465-7470-7475-7480-7485-7490-7495-7500-7505-7510-7515-7520-7525-7530-7535-7540-7545-7550-7555-7560-7565-7570-7575-7580-7585-7590-7595-7600-7605-7610-7615-7620-7625-7630-7635-7640-7645-7650-7655-7660-7665-7670-7675-7680-7685-7690-7695-7700-7705-7710-7715-7720-7725-7730-7735-7740-7745-7750-7755-7760-7765-7770-7775-7780-7785-7790-7795-7800-7805-7810-7815-7820-7825-7830-7835-7840-7845-7850-7855-7860-7865-7870-7875-7880-7885-7890-7895-7900-7905-7910-7915-7920-7925-7930-7935-7940-7945-7950-7955-7960-7965-7970-7975-7980-7985-7990-7995-8000-8005-8010-8015-8020-8025-8030-8035-8040-8045-8050-8055-8060-8065-8070-8075-8080-8085-8090-8095-8100-8105-8110-8115-8120-8125-8130-8135-8140-8145-8150-8155-8160-8165-8170-8175-8180-8185-8190-8195-8200-8205-8210-8215-8220-8225-8230-8235-8240-8245-8250-8255-8260-8265-8270-8275-8280-8285-8290-8295-8300-8305-8310-8315-8320-8325-8330-8335-8340-8345-8350-8355-8360-8365-8370-8375-8380-8385-8390-8395-8400-8405-8410-8415-8420-8425-8430-8435-8440-8445-8450-8455-8460-8465-8470-8475-8480-8485-8490-8495-8500-8505-8510-8515-8520-8525-8530-8535-8540-8545-8550-8555-8560-8565-8570-8575-8580-8585-8590-8595-8600-8605-8610-8615-8620-8625-8630-8635-8640-8645-8650-8655-8660-8665-8670-8675-8680-8685-8690-8695-8700-8705-8710-8715-8720-8725-8730-8735-8740-8745-8750-8755-8760-8765-8770-8775-8780-8785-8790-8795-8800-8805-8810-8815-8820-8825-8830-8835-8840-8845-8850-8855-8860-8865-8870-8875-8880-8885-8890-8895-8900-8905-8910-8915-8920-8925-8930-8935-8940-8945-8950-8955-8960-8965-8970-8975-8980-8985-8990-8995-9000-9005-9010-9015-9020-9025-9030-9035-9040-9045-9050-9055-9060-9065-9070-9075-9080-9085-9090-9095-9100-9105-9110-9115-9120-9125-9130-9135-9140-9145-9150-9155-9160-9165-9170-9175-9180-9185-9190-9195-9200-9205-9210-9215-9220-9225-9230-9235-9240-9245-9250-9255-9260-9265-9270-9275-9280-9285-9290-9295-9300-9305-9310-9315-9320-9325-9330-9335-9340-9345-9350-9355-9360-9365-9370-9375-9380-9385-9390-9395-9400-9405-9410-9415-9420-9425-9430-9435-9440-9445-9450-9455-9460-9465-9470-9475-9480-9485-9490-9495-9500-9505-9510-9515-9520-9525-9530-9535-9540-9545-9550-9555-9560-9565-9570-9575-9580-9585-9590-9595-9600-9605-9610-9615-9620-9625-9630-9635-9640-9645-9650-9655-9660-9665-9670-9675-9680-9685-9690-9695-9700-9705-9710-9715-9720-9725-9730-9735-9740-9745-9750-9755-9760-9765-9770-9775-9780-9785-9790-9795-9800-9805-9810-9815-9820-9825-9830-9835-9840-9845-9850-9855-9860-9865-9870-9875-9880-9885-9890-9895-9900-9905-9910-9915-9920-9925-9930-9935-9940-9945-9950-9955-9960-9965-9970-9975-9980-9985-9990-9995-10000-10005-10010-10015-10020-10025-10030-10035-10040-10045-10050-10055-10060-10065-10070-10075-10080-10085-10090-10095-10100-10105-10110-10115-10120-10125-10130-10135-10140-10145-10150-10155-10160-10165-10170-10175-10180-10185-10190-10195-10200-10205-10210-10215-10220-10225-10230-10235-10240-10245-10250-10255-10260-10265-10270-10275-10280-10285-10290-10295-10300-10305-10310-10315-10320-10325-10330-10335-10340-10345-10350-10355-10360-10365-10370-10375-10380-10385-10390-10395-10400-10405-10410-10415-10420-10425-10430-10435-10440-10445-10450-10455-10460-10465-10470-10475-10480-10485-10490-10495-10500-10505-10510-10515-10520-10525-10530-10535-10540-10545-10550-10555-10560-10565-10570-10575-10580-10585-10590-1

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INDEX TO ADVERTISERS

A	
Aircraft Service Directory	475
C	
Co-Stewart Aircraft Corp.	431
Classified Ads.	434
Curtiss Aeroplane & Motor Corp.	436
D	
Duggan, Hely, Aviation Co.	442
G	
Goodyear Tire & Rubber Co.	452
H	
Huff Daland Aero Corp.	452
J	
Johnson Aeroplane & Supply Co.	451
L	
Leighs Trading Co.	451
Levy, James, Aircraft Co.	452
M	
Martin, The Otis L. Co.	456
N	
Northrup, Warren A.	454
S	
Sperry, Lawrence, Aircraft Co., Inc.	451
T	
Thomas-Morse Aircraft Corp.	458
W	
War Department	426 - 428
Werner, Edward P.	454
Where to Fly	456
Wright Aeronautical Corp.	454

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8-Air (French), 1932, 4 issues, 1933, 12 issues, 1934, 12 issues, 1935, 12 issues, 1936, 12 issues, 1937, 12 issues, 1938, 12 issues, 1939, 12 issues, 1940, 12 issues, 1941, 12 issues, 1942, 12 issues, 1943, 12 issues, 1944, 12 issues, 1945, 12 issues, 1946, 12 issues, 1947, 12 issues, 1948, 12 issues, 1949, 12 issues, 1950, 12 issues, 1951, 12 issues, 1952, 12 issues, 1953, 12 issues, 1954, 12 issues, 1955, 12 issues, 1956, 12 issues, 1957, 12 issues, 1958, 12 issues, 1959, 12 issues, 1960, 12 issues, 1961, 12 issues, 1962, 12 issues, 1963, 12 issues, 1964, 12 issues, 1965, 12 issues, 1966, 12 issues, 1967, 12 issues, 1968, 12 issues, 1969, 12 issues, 1970, 12 issues, 1971, 12 issues, 1972, 12 issues, 1973, 12 issues, 1974, 12 issues, 1975, 12 issues, 1976, 12 issues, 1977, 12 issues, 1978, 12 issues, 1979, 12 issues, 1980, 12 issues, 1981, 12 issues, 1982, 12 issues, 1983, 12 issues, 1984, 12 issues, 1985, 12 issues, 1986, 12 issues, 1987, 12 issues, 1988, 12 issues, 1989, 12 issues, 1990, 12 issues, 1991, 12 issues, 1992, 12 issues, 1993, 12 issues, 1994, 12 issues, 1995, 12 issues, 1996, 12 issues, 1997, 12 issues, 1998, 12 issues, 1999, 12 issues, 2000, 12 issues, 2001, 12 issues, 2002, 12 issues, 2003, 12 issues, 2004, 12 issues, 2005, 12 issues, 2006, 12 issues, 2007, 12 issues, 2008, 12 issues, 2009, 12 issues, 2010, 12 issues, 2011, 12 issues, 2012, 12 issues, 2013, 12 issues, 2014, 12 issues, 2015, 12 issues, 2016, 12 issues, 2017, 12 issues, 2018, 12 issues, 2019, 12 issues, 2020, 12 issues, 2021, 12 issues, 2022, 12 issues, 2023, 12 issues, 2024, 12 issues, 2025, 12 issues, 2026, 12 issues, 2027, 12 issues, 2028, 12 issues, 2029, 12 issues, 2030, 12 issues, 2031, 12 issues, 2032, 12 issues, 2033, 12 issues, 2034, 12 issues, 2035, 12 issues, 2036, 12 issues, 2037, 12 issues, 2038, 12 issues, 2039, 12 issues, 2040, 12 issues, 2041, 12 issues, 2042, 12 issues, 2043, 12 issues, 2044, 12 issues, 2045, 12 issues, 2046, 12 issues, 2047, 12 issues, 2048, 12 issues, 2049, 12 issues, 2050, 12 issues, 2051, 12 issues, 2052, 12 issues, 2053, 12 issues, 2054, 12 issues, 2055, 12 issues, 2056, 12 issues, 2057, 12 issues, 2058, 12 issues, 2059, 12 issues, 2060, 12 issues, 2061, 12 issues, 2062, 12 issues, 2063, 12 issues, 2064, 12 issues, 2065, 12 issues, 2066, 12 issues, 2067, 12 issues, 2068, 12 issues, 2069, 12 issues, 2070, 12 issues, 2071, 12 issues, 2072, 12 issues, 2073, 12 issues, 2074, 12 issues, 2075, 12 issues, 2076, 12 issues, 2077, 12 issues, 2078, 12 issues, 2079, 12 issues, 2080, 12 issues, 2081, 12 issues, 2082, 12 issues, 2083, 12 issues, 2084, 12 issues, 2085, 12 issues, 2086, 12 issues, 2087, 12 issues, 2088, 12 issues, 2089, 12 issues, 2090, 12 issues, 2091, 12 issues, 2092, 12 issues, 2093, 12 issues, 2094, 12 issues, 2095, 12 issues, 2096, 12 issues, 2097, 12 issues, 2098, 12 issues, 2099, 12 issues, 2100, 12 issues, 2101, 12 issues, 2102, 12 issues, 2103, 12 issues, 2104, 12 issues, 2105, 12 issues, 2106, 12 issues, 2107, 12 issues, 2108, 12 issues, 2109, 12 issues, 2110, 12 issues, 2111, 12 issues, 2112, 12 issues, 2113, 12 issues, 2114, 12 issues, 2115, 12 issues, 2116, 12 issues, 2117, 12 issues, 2118, 12 issues, 2119, 12 issues, 2120, 12 issues, 2121, 12 issues, 2122, 12 issues, 2123, 12 issues, 2124, 12 issues, 2125, 12 issues, 2126, 12 issues, 2127, 12 issues, 2128, 12 issues, 2129, 12 issues, 2130, 12 issues, 2131, 12 issues, 2132, 12 issues, 2133, 12 issues, 2134, 12 issues, 2135, 12 issues, 2136, 12 issues, 2137, 12 issues, 2138, 12 issues, 2139, 12 issues, 2140, 12 issues, 2141, 12 issues, 2142, 12 issues, 2143, 12 issues, 2144, 12 issues, 2145, 12 issues, 2146, 12 issues, 2147, 12 issues, 2148, 12 issues, 2149, 12 issues, 2150, 12 issues, 2151, 12 issues, 2152, 12 issues, 2153, 12 issues, 2154, 12 issues, 2155, 12 issues, 2156, 12 issues, 2157, 12 issues, 2158, 12 issues, 2159, 12 issues, 2160, 12 issues, 2161, 12 issues, 2162, 12 issues, 2163, 12 issues, 2164, 12 issues, 2165, 12 issues, 2166, 12 issues, 2167, 12 issues, 2168, 12 issues, 2169, 12 issues, 2170, 12 issues, 2171, 12 issues, 2172, 12 issues, 2173, 12 issues, 2174, 12 issues, 2175, 12 issues, 2176, 12 issues, 2177, 12 issues, 2178, 12 issues, 2179, 12 issues, 2180, 12 issues, 2181, 12 issues, 2182, 12 issues, 2183, 12 issues, 2184, 12 issues, 2185, 12 issues, 2186, 12 issues, 2187, 12 issues, 2188, 12 issues, 2189, 12 issues, 2190, 12 issues, 2191, 12 issues, 2192, 12 issues, 2193, 12 issues, 2194, 12 issues, 2195, 12 issues, 2196, 12 issues, 2197, 12 issues, 2198, 12 issues, 2199, 12 issues, 2200, 12 issues, 2201, 12 issues, 2202, 12 issues, 2203, 12 issues, 2204, 12 issues, 2205, 12 issues, 2206, 12 issues, 2207, 12 issues, 2208, 12 issues, 2209, 12 issues, 2210, 12 issues, 2211, 12 issues, 2212, 12 issues, 2213, 12 issues, 2214, 12 issues, 2215, 12 issues, 2216, 12 issues, 2217, 12 issues, 2218, 12 issues, 2219, 12 issues, 2220, 12 issues, 2221, 12 issues, 2222, 12 issues, 2223, 12 issues, 2224, 12 issues, 2225, 12 issues, 2226, 12 issues, 2227, 12 issues, 2228, 12 issues, 2229, 12 issues, 2230, 12 issues, 2231, 12 issues, 2232, 12 issues, 2233, 12 issues, 2234, 12 issues, 2235, 12 issues, 2236, 12 issues, 2237, 12 issues, 2238, 12 issues, 2239, 12 issues, 2240, 12 issues, 2241, 12 issues, 2242, 12 issues, 2243, 12 issues, 2244, 12 issues, 2245, 12 issues, 2246, 12 issues, 2247, 12 issues, 2248, 12 issues, 2249, 12 issues, 2250, 12 issues, 2251, 12 issues, 2252, 12 issues, 2253, 12 issues, 2254, 12 issues, 2255, 12 issues, 2256, 12 issues, 2257, 12 issues, 2258, 12 issues, 2259, 12 issues, 2260, 12 issues, 2261, 12 issues, 2262, 12 issues, 2263, 12 issues, 2264, 12 issues, 2265, 12 issues, 2266, 12 issues, 2267, 12 issues, 2268, 12 issues, 2269, 12 issues, 2270, 12 issues, 2271, 12 issues, 2272, 12 issues, 2273, 12 issues, 2274, 12 issues, 2275, 12 issues, 2276, 12 issues, 2277, 12 issues, 2278, 12 issues, 2279, 12 issues, 2280, 12 issues, 2281, 12 issues, 2282, 12 issues, 2283, 12 issues, 2284, 12 issues, 2285, 12 issues, 2286, 12 issues, 2287, 12 issues, 2288, 12 issues, 2289, 12 issues, 2290, 12 issues, 2291, 12 issues, 2292, 12 issues, 2293, 12 issues, 2294, 12 issues, 2295, 12 issues, 2296, 12 issues, 2297, 12 issues, 2298, 12 issues, 2299, 12 issues, 2300, 12 issues, 2301, 12 issues, 2302, 12 issues, 2303, 12 issues, 2304, 12 issues, 2305, 12 issues, 2306, 12 issues, 2307, 12 issues, 2308, 12 issues, 2309, 12 issues, 2310, 12 issues, 2311, 12 issues, 2312, 12 issues, 2313, 12 issues, 2314, 12 issues, 2315, 12 issues, 2316, 12 issues, 2317, 12 issues, 2318, 12 issues, 2319, 12 issues, 2320, 12 issues, 2321, 12 issues, 2322, 12 issues, 2323, 12 issues, 2324, 12 issues, 2325, 12 issues, 2326, 12 issues, 2327, 12 issues, 2328, 12 issues, 2329, 12 issues, 2330, 12 issues, 2331, 12 issues, 2332, 12 issues, 2333, 12 issues, 2334, 12 issues, 2335, 12 issues, 2336, 12 issues, 2337, 12 issues, 2338, 12 issues, 2339, 12 issues, 2340, 12 issues, 2341, 12 issues, 2342, 12 issues, 2343, 12 issues, 2344, 12 issues, 2345, 12 issues, 2346, 12 issues, 2347, 12 issues, 2348, 12 issues, 2349, 12 issues, 2350, 12 issues, 2351, 12 issues, 2352, 12 issues, 2353, 12 issues, 2354, 12 issues, 2355, 12 issues, 2356, 12 issues, 2357, 12 issues, 2358, 12 issues, 2359, 12 issues, 2360, 12 issues, 2361, 12 issues, 2362, 12 issues, 2363, 12 issues, 2364, 12 issues, 2365, 12 issues, 2366, 12 issues, 2367, 12 issues, 2368, 12 issues, 2369, 12 issues, 2370, 12 issues, 2371, 12 issues, 2372, 12 issues, 2373, 12 issues, 2374, 12 issues, 2375, 12 issues, 2376, 12 issues, 2377, 12 issues, 2378, 12 issues, 2379, 12 issues, 2380, 12 issues, 2381, 12 issues, 2382, 12 issues, 2383, 12 issues, 2384, 12 issues, 2385, 12 issues, 2386, 12 issues, 2387, 12 issues, 2388, 12 issues, 2389, 12 issues, 2390, 12 issues, 2391, 12 issues, 2392, 12 issues, 2393, 12 issues, 2394, 12 issues, 2395, 12 issues, 2396, 12 issues, 2397, 12 issues, 2398, 12 issues, 2399, 12 issues, 2400, 12 issues, 2401, 12 issues, 2402, 12 issues, 2403, 12 issues, 2404, 12 issues, 2405, 12 issues, 2406, 12 issues, 2407, 12 issues, 2408, 12 issues, 2409, 12 issues, 2410, 12 issues, 2411, 12 issues, 2412, 12 issues, 2413, 12 issues, 2414, 12 issues, 2415, 12 issues, 2416, 12 issues, 2417, 12 issues, 2418, 12 issues, 2419, 12 issues, 2420, 12 issues, 2421, 12 issues, 2422, 12 issues, 2423, 12 issues, 2424, 12 issues, 2425, 12 issues, 2426, 12 issues, 2427, 12 issues, 2428, 12 issues, 2429, 12 issues, 2430, 12 issues, 2431, 12 issues, 2432, 12 issues, 2433, 12 issues, 2434, 12 issues, 2435, 12 issues, 2436, 12 issues, 2437, 12 issues, 2438, 12 issues, 2439, 12 issues, 2440, 12 issues, 2441, 12 issues, 2442, 12 issues, 2443, 12 issues, 2444, 12 issues, 2445, 12 issues, 2446, 12 issues, 2447, 12 issues, 2448, 12 issues, 2449, 12 issues, 2450, 12 issues, 2451, 12 issues, 2452, 12 issues, 2453, 12 issues, 2454, 12 issues, 2455, 12 issues, 2456, 12 issues, 2457, 12 issues, 2458, 12 issues, 2459, 12 issues, 2460, 12 issues, 2461, 12 issues, 2462, 12 issues, 2463, 12 issues, 2464, 12 issues, 2465, 12 issues, 2466, 12 issues, 2467, 12 issues, 2468, 12 issues, 2469, 12 issues, 2470, 12 issues, 2471, 12 issues, 2472, 12 issues, 2473, 12 issues, 2474, 12 issues, 2475, 12 issues, 2476, 12 issues, 2477, 12 issues, 2478, 12 issues, 2479, 12 issues, 2480, 12 issues, 2481, 12 issues, 2482, 12 issues, 2483, 12 issues, 2484, 12 issues, 2485, 12 issues, 2486, 12 issues, 2487, 12 issues, 2488, 12 issues, 2489, 12 issues, 2490, 12 issues, 2491, 12 issues, 2492, 12 issues, 2493, 12 issues, 2494, 12 issues, 2495, 12 issues, 2496, 12 issues, 2497, 12 issues, 2498, 12 issues, 2499, 12 issues, 2500, 12 issues, 2501, 12 issues, 2502, 12 issues, 2503, 12 issues, 2504, 12 issues, 2505, 12 issues, 2506, 12 issues, 2507, 12 issues, 2508, 12 issues, 2509, 12 issues, 2510, 12 issues, 2511, 12 issues, 2512, 12 issues, 2513, 12 issues, 2514, 12 issues, 2515, 12 issues, 2516, 12 issues, 2517, 12 issues, 2518, 12 issues, 2519, 12 issues, 2520, 12 issues, 2521, 12 issues, 2522, 12 issues, 2523, 12 issues, 2524, 12 issues, 2525, 12 issues, 2526, 12 issues, 2527, 12 issues, 2528, 12 issues, 2529, 12 issues, 2530, 12 issues, 2531, 12 issues, 2532, 12 issues, 2533, 12 issues, 2534, 12 issues, 2535, 12 issues, 2536, 12 issues, 2537, 12 issues, 2538, 12 issues, 2539, 12 issues, 2540, 12 issues, 2541, 12 issues, 2542, 12 issues, 2543, 12 issues, 2544, 12 issues, 2545, 12 issues, 2546, 12 issues, 2547, 12 issues, 2548, 12 issues, 2549, 12 issues, 2550, 12 issues, 2551, 12 issues, 2552, 12 issues, 2553, 12 issues, 2554, 12 issues, 2555, 12 issues, 2556, 12 issues, 2557, 12 issues, 2558, 12 issues, 2559, 12 issues, 2560, 12 issues, 2561, 12 issues, 2562, 12 issues, 2563, 12 issues, 2564, 12 issues, 2565, 12 issues, 2566, 12 issues, 2567, 12 issues, 2568, 12 issues, 2569, 12 issues, 2570, 12 issues, 2571, 12 issues, 2572, 12 issues, 2573, 12 issues, 2574, 12 issues, 2575, 12 issues, 2576, 12 issues, 2577, 12 issues, 2578, 12 issues, 2579, 12 issues, 2580, 12 issues, 2581, 12 issues, 2582, 12 issues, 2583, 12 issues, 2584, 12 issues, 2585, 12 issues, 2586, 12 issues, 2587, 12 issues, 2588, 12 issues, 2589, 12 issues, 2590, 12 issues, 2591, 12 issues, 2592, 12 issues, 2593, 12 issues, 2594, 12 issues, 2595, 12 issues, 2596, 12 issues, 2597, 12 issues, 2598, 12 issues, 2599, 12 issues, 2600, 12 issues, 2601, 12 issues, 2602, 12 issues, 2603, 12 issues, 2604, 12 issues, 2605, 12 issues, 2606, 12 issues, 2607, 12 issues, 2608, 12 issues, 2609, 12 issues, 2610, 12 issues, 2611, 12 issues, 2612, 12 issues, 2613, 12 issues, 2614, 12 issues, 2615, 12 issues, 2616, 12 issues, 2617, 12 issues, 2618, 12 issues, 2619, 12 issues, 2620, 12 issues, 2621, 12 issues, 2622, 12 issues, 2623, 12 issues, 2624, 12 issues, 2625, 12 issues, 2626, 12 issues, 2627, 12 issues, 2628, 12 issues, 2629, 12 issues, 2630, 12 issues, 2631, 12 issues, 2632, 12 issues, 2633, 12 issues, 2634, 12 issues, 2635, 12 issues, 2636, 12 issues, 2637, 12 issues, 2638, 12 issues, 2639, 12 issues, 2640, 12 issues, 2641, 12 issues, 2642, 12 issues, 2643, 12 issues, 2644, 12 issues, 2645, 12 issues, 2646, 12 issues, 2647, 12 issues, 2648, 12 issues, 2649, 12 issues, 2650, 12 issues, 2651, 12 issues, 2652, 12 issues, 2653, 12 issues, 2654, 12 issues, 2655, 12 issues, 2656, 12 issues, 2657, 12 issues, 2658, 12 issues, 2659, 12 issues, 2660, 12 issues, 2661, 12 issues, 2662, 12 issues, 2663, 12 issues, 2664, 12 issues, 2665, 12 issues, 2666, 12 issues, 2667, 12 issues, 2668, 12 issues, 2669, 12 issues, 2670, 12 issues, 2671, 12 issues, 2672, 12 issues, 2673, 12 issues, 2674, 12 issues, 2675, 12 issues, 2676, 12 issues, 2677, 12 issues, 2678, 12 issues, 2679, 12 issues, 2680, 12 issues, 2681, 12 issues, 2682, 12 issues, 2683, 12 issues, 2684, 12 issues, 2685, 12 issues, 2686, 12 issues, 2687, 12 issues, 2688, 12 issues, 2689, 12 issues, 2690, 12 issues, 2691, 12 issues, 2692, 12 issues, 2693, 12 issues, 2694, 12 issues, 2695, 12 issues, 2696, 12 issues, 2697, 12 issues, 2698, 12 issues, 2699, 12 issues, 2700, 12 issues, 2701, 12 issues, 2702, 12 issues, 2703, 12 issues, 2704, 12 issues, 2705, 12 issues, 2706, 12 issues, 2707, 12 issues, 2708, 12 issues, 2709, 12 issues, 2710, 12 issues, 2711, 12 issues, 2712, 12 issues, 2713, 12 issues, 2714, 12 issues, 2715, 12 issues, 2716, 12 issues, 2717, 12 issues, 2718, 12 issues, 2719, 12 issues, 2720, 12 issues, 2721, 12 issues, 2722, 12 issues, 2723, 12 issues, 2724, 12 issues, 2725, 12 issues, 2726, 12 issues, 2727, 12 issues, 2728, 12 issues, 2729, 12 issues, 2730, 12 issues, 2731, 12 issues, 2732, 12 issues, 2733, 12 issues, 2734, 12 issues, 2735, 12 issues, 2736, 12 issues, 2737, 12 issues, 2738, 12 issues, 2739, 12 issues, 2740, 12 issues, 2741, 12 issues, 2742, 12 issues, 2743, 12 issues, 2744, 12 issues, 2745, 12 issues, 2746, 12 issues, 2747, 12 issues, 2748, 12 issues, 2749, 12 issues, 2750, 12 issues, 2751, 12 issues, 2752, 12 issues, 2753, 12 issues, 2754, 12 issues, 2755, 12 issues, 2756, 12 issues, 2757, 12 issues, 2758, 12 issues, 2759, 12 issues, 2760, 12 issues, 2761, 12 issues, 2762, 12 issues, 2763, 12 issues, 2764, 12 issues, 2765, 12 issues, 2766, 12 issues, 2767, 12 issues, 2768, 12 issues, 2769, 12 issues, 2770, 12 issues, 2771, 12 issues, 2772, 12 issues, 2773, 12 issues, 2774, 12 issues, 2775, 12 issues, 2776, 12 issues, 2777, 12 issues, 2778, 12 issues, 2779, 12 issues, 2780, 12 issues, 2781, 12

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